

WIRELESS TELEGRAPHY

By FREDERIC J. HASKIN.

The equipment with wireless telegraphy of practically every ship that sails the seven seas is expected to follow the striking demonstration of the utility of this form of communication which was furnished in the case of the recent collision of the steamships Republic and Florida. Had it not been for the success of Jack Binn in flashing distress signals to other vessels and shore stations, the sea would probably have claimed several hundred more victims.

"C. Q. D." the call for help, may be sent from or received by almost any ocean passenger vessel touching at American ports if the proposed legislation is enacted by the next Congress. The proposition came too late for the Sixtieth Congress to act upon it. The Republic incident proved that wireless telegraphy has come to stay. It opened the eyes of the world to the fact that one of the greatest marvels of the ages is available for everyday use for the comfort and safety, business and pleasure of every one who cares to take advantage of it.

The term wireless telegraphy is said by scientists to be a misnomer, because the receiving and sending apparatus have wires running up into the air to catch and transmit the flying spark. "Radio-telegraphy" is claimed to be the proper designation of this wonderful invention, but the popular voice says it is wireless telegraphy, and that it is and probably will remain.

Wireless telegraphy is the modern development of an old idea. It is said that somebody suggested it about the time of Christ, but the detail was not worked out practically until Guglielmo Marconi, a young Italian inventor, took hold of it. In 1896 he succeeded in transmitting a message without wires a distance of two miles. By 1897 he had increased the distance to nine miles, and the next year thirty-two miles. Developments followed rapidly until six years ago, when the first news dispatch was transmitted to the London Times via the Marconi transatlantic wireless system between Ireland and Nova Scotia. Successful transatlantic communication was the result of a long series of experiments, marked by repeated failures and all sorts of difficulties.

Marconi secured the first patent on wireless telegraphy about twelve years ago. The United States Patent Office issued between 600 and 700 patents on various devices connected with wireless telegraphy, and there are a large number of applications for such patents still pending. About thirty patents on wireless telegraphy have been granted, and other applications are pending. Nearly all the wireless patents have been granted during the past decade.

As far back as 1837 English scientists suggested the possibility of the wireless transmission of electricity and they carried on many experiments. S. P. B. Morse conceived the idea of telegraphing without wires and succeeded in sending a few words across the canal at Washington in 1842. Alexander Graham Bell suggested the possibility of sub-oceanic telegraphing. Thomas A. Edison, the electrical wizard, succeeded in obtaining telegraphic communication with moving trains. Morse, Bell, and others, however, were handicapped by the medium of transmission, while Edison connected with trains through the ground. Henry Hertz, a German specialist, was the real father of telegraphy through the ether. His discovery, in 1887, of the so-called electromagnetic waves made it possible for Marconi and other inventors to perfect wireless telegraphy as known to-day.

Wireless telegraphy has many faults and peculiarities, but they are being corrected and studied carefully by experimenters all over the world. The faults include greater or less unreliability owing to the atmosphere or other conditions, the lack of secrecy, and slow rate of transmission. The peculiarities are numerous and unexplained. For instance, the wireless telegraph works more satisfactorily in cold weather or temperate climates than in the summer time or the tropics; better at night than during the day; better on the Pacific Ocean than on the Atlantic. Communication from Canada to England is better than in the opposite direction.

The unreliability and lack of secrecy are being overcome by "tuning" the various sending and receiving stations so that there can be communication only between such stations as are desired, just as a tuning fork, when struck, will communicate its vibrations to another tuning fork placed near it. As for speed, Edison has predicted that in a few years, 1,000 words a minute, instead of 25 or 40, as at present, will be sent across the ocean by wireless, and that the submarine cable will eventually be put out of business.

The tremendous importance of wireless telegraphy was recognized by the world in 1903, when an international conference on the subject was held in Berlin under the auspices of Kaiser Wilhelm. On such conference was called in 1906, when an international convention was drawn up and signed by the representatives of many governments, which provided, among other things, that all shore stations should take a message from any ship, without regard to nationality or the kind of wireless telegraph used; also for the adoption of a uniform wave length in signaling for that purpose. This convention has been ratified by many governments. The United States, England, and some other powers have refused the sanction because the treaty in question practically deprives certain inventors of the fruits of their own genius. The signal for vessels in distress, however, is universal.

This government was early in the wireless field. The army, the navy, the Weather Bureau, and the Commerce and Labor Departments began operations along this line several years ago. An inter-departmental board was created, with Rear Admiral Robley D. Evans at its head. The report of this board, which was adopted, practically placed the control of government wireless telegraphy in the military departments of the government, on account of the great importance of the system to the national defense.

Now every government vessel of consequence is equipped with wireless telegraph apparatus, the navy has a chain of wireless stations extending along the Atlantic and Gulf coasts, to Cuba, Porto Rico, the Canal Zone, and up the Pacific coast to Alaska, with outposts at Hawaii, Guam, and the Philippines. By this means, Washington was able to keep in communication with the battle-ship fleet most of the way to New Zealand. The Navy Department is planning the construction of a high-power wireless station in Washington guaranteed to send

messages 3,000 miles at any time, and to deliver them only to the ships or stations for which they are intended. It was first proposed to use the Washington Monument in this connection, as the Eiffel Tower is used in Paris, but this eventually was built on the West coast and in the insular possessions, so that a naval vessel will have to go to the Antarctic Ocean to escape orders from Washington.

The navy handles about a million private messages a year. The War Department has wireless on its transports and in its field equipment. The revenue cutters and other government ships are also able to communicate with the shore. There are hundreds of American and foreign vessels equipped with wireless apparatus, including 125 foreign ocean liners and 120 American vessels. Between American and other ports, and 127 American steamers of the same class. On some of these a daily paper is published from wireless bulletins while crossing the ocean. There are 150 foreign vessels and 120 American vessels of the same sort not equipped with wireless. According to the last report, the total number of shore wireless telegraph stations throughout the world is 451. Including ships equipped there are now several thousand wireless stations.

There are about a score of known wireless systems. The Marconi system is employed on most transatlantic passenger vessels. The De Forest, or United Wireless, system does considerable business in this country and on American vessels. Reginald A. Fessenden has perfect-

NEWS OF THE CAROLINAS, MARYLAND, AND VIRGINIA
POLITICAL AND OTHERWISE

Rockville, Md.—A large number of the farmers of the vicinity of Spencerville this county, met a few evenings ago and organized the Spencerville Farmers' Club, with the following officers: President, Jesse D. Brown; vice president, Herbert Thompson; secretary and treasurer, Thomas B. Boss. The club will meet once each month to discuss matters of interest to the farming community. Political discussions are strictly forbidden.

Richmond, Va.—John S. Scott, ninety-three years old, a native of Madison County, died Sunday at Lee Camp Soldiers' Home. He was a member of Company K, Seventh Virginia Infantry, and served with gallantry in the Confederate army. He was a farmer by occupation, but had not engaged in that line of work for several years. He was unmarried.

Hagerstown, Md.—The members of Company B, First Maryland Regiment, returned from Europe and disappointed in Washington, where they had gone to march in the inaugural parade, but arrived too late. The soldiers almost to a man were disgruntled over their failure to get in the procession after spending two days and a night endeavoring to reach Washington.

Charleston, W. Va.—Scott G. Highland, of Clarksburg, has been made corporation clerk in Auditor Darst's office to succeed Hal Reynolds, of Keyser, who made an excellent record at the desk under Mr. Scherer. Walter Scherer will be retained as insurance commissioner.

Houston G. Young, chief clerk to Secretary Charles W. Fisher, will be retained at that position by Secretary S. F. Reed. W. J. Rathbone, of Wirt county, an ardent sportsman in the last campaign, has been appointed assistant tax commissioner.

Senator O. A. Ashburn has been made clerk of the board of public works. It is probable that Gov. Glasscock will retain Gen. Boggs as private secretary.

Durham, N. C.—The Durham Traction Company has decided to build a park near East Durham to be used as a county fair ground, a ball ground, and general amusement place for the East Durham end of the city.

The work will begin the early part of April, and will be ready by the latter part of the spring. It is to cost something like \$5,000.

Winchester, Va.—The Evening Star says: "The ship subsidy bill, the most enterprising and audacious scheme of public robbery yet proposed, was defeated by a narrow majority in the House of Representatives. Only four Democrats voted for it."

"Among these four was Congressman Jones, of the First Virginia district. It is most difficult to understand how any Democrat could vote for such a measure. It is queer that Congressman Jones, of all men, should have voted for it, for he has claimed for himself that he moved in very high altitudes."

"Nevertheless, the fact that there is a shipbuilding yard in his district may have accounted for his vote."

Durham, N. C.—The first time in Durham's town life in which there has been politics of a partisan nature is now. There is a straight fight for mayoralty and aldermanic positions.

The present board consists of four Republicans and four Democrats, with mayor, clerk, and tax collector Democrats. Nevertheless, the Democrats desire to carry the fight into the party, and have called a caucus to that end. The candidates for mayor will be many, and the fight bitter. The discharge of the fire chief and others of the volunteer company could vote for such a measure. The report of this board, which was adopted, practically placed the control of government wireless telegraphy in the military departments of the government, on account of the great importance of the system to the national defense.

ed a system of his own, with the aid of many patents, but that system is not very active in the commercial field. The Clark system operates on the Great Lakes. There are several other competing American systems and a number of foreign ones.

One legitimate development of the wireless telegraph is the wireless telephone. This has been experimented with on the battle-ship, and the results around the world, and elsewhere with more or less success. In course of time wireless telegraphy is expected to be extended all over the United States and the continents of the world, as well as along their sea coasts. The mysterious electro-magnetic waves can pierce mountains as readily as they cross the sea. Other developments, which have already been perfected, are a wireless typewriter, which prints messages sent through space, and a marvelous scheme of transmitting photographs by wireless.

The wireless is used daily to flash the exact time at noon from Washington to ships in the Atlantic and the Pacific oceans. It is very useful in determining longitude, and thus lessening the navigator's dangers. It can be used to send submarine signals, and may be able to connect with submarine boats, as well as airships. In war it can be used to locate a torpedo speeding silently toward a hostile fleet, or to fire a submarine mine at a distance, there being no connecting cables for the enemy to cut. Machinery may be run by electricity transmitted by wireless.

The ultimate possibilities of wireless are beyond comprehension. Having heard, talked, and written by wireless, who knows but that mankind may yet see by wireless, or that the dream of the Arabian Nights of instantaneous transportation may be realized? With electricity traveling 186,000 miles per second on electric waves vibrating at the rate of 1,000,000 per second, communication may eventually be established with Mars and other worlds of the solar system.

(Copyright, 1909, by Frederic J. Haskin.)

To-morrow—National Clothiers' Association.

Rockville, Md.—A large number of the farmers of the vicinity of Spencerville this county, met a few evenings ago and organized the Spencerville Farmers' Club, with the following officers: President, Jesse D. Brown; vice president, Herbert Thompson; secretary and treasurer, Thomas B. Boss. The club will meet once each month to discuss matters of interest to the farming community. Political discussions are strictly forbidden.

Richmond, Va.—John S. Scott, ninety-three years old, a native of Madison County, died Sunday at Lee Camp Soldiers' Home. He was a member of Company K, Seventh Virginia Infantry, and served with gallantry in the Confederate army. He was a farmer by occupation, but had not engaged in that line of work for several years. He was unmarried.

Hagerstown, Md.—The members of Company B, First Maryland Regiment, returned from Europe and disappointed in Washington, where they had gone to march in the inaugural parade, but arrived too late. The soldiers almost to a man were disgruntled over their failure to get in the procession after spending two days and a night endeavoring to reach Washington.

Charleston, W. Va.—Scott G. Highland, of Clarksburg, has been made corporation clerk in Auditor Darst's office to succeed Hal Reynolds, of Keyser, who made an excellent record at the desk under Mr. Scherer. Walter Scherer will be retained as insurance commissioner.

Houston G. Young, chief clerk to Secretary Charles W. Fisher, will be retained at that position by Secretary S. F. Reed. W. J. Rathbone, of Wirt county, an ardent sportsman in the last campaign, has been appointed assistant tax commissioner.

Senator O. A. Ashburn has been made clerk of the board of public works. It is probable that Gov. Glasscock will retain Gen. Boggs as private secretary.

Durham, N. C.—The Durham Traction Company has decided to build a park near East Durham to be used as a county fair ground, a ball ground, and general amusement place for the East Durham end of the city.

The work will begin the early part of April, and will be ready by the latter part of the spring. It is to cost something like \$5,000.

Winchester, Va.—The Evening Star says: "The ship subsidy bill, the most enterprising and audacious scheme of public robbery yet proposed, was defeated by a narrow majority in the House of Representatives. Only four Democrats voted for it."

"Among these four was Congressman Jones, of the First Virginia district. It is most difficult to understand how any Democrat could vote for such a measure. It is queer that Congressman Jones, of all men, should have voted for it, for he has claimed for himself that he moved in very high altitudes."

"Nevertheless, the fact that there is a shipbuilding yard in his district may have accounted for his vote."

Durham, N. C.—The first time in Durham's town life in which there has been politics of a partisan nature is now. There is a straight fight for mayoralty and aldermanic positions.

The present board consists of four Republicans and four Democrats, with mayor, clerk, and tax collector Democrats. Nevertheless, the Democrats desire to carry the fight into the party, and have called a caucus to that end. The candidates for mayor will be many, and the fight bitter. The discharge of the fire chief and others of the volunteer company could vote for such a measure. The report of this board, which was adopted, practically placed the control of government wireless telegraphy in the military departments of the government, on account of the great importance of the system to the national defense.

Now every government vessel of consequence is equipped with wireless telegraph apparatus, the navy has a chain of wireless stations extending along the Atlantic and Gulf coasts, to Cuba, Porto Rico, the Canal Zone, and up the Pacific coast to Alaska, with outposts at Hawaii, Guam, and the Philippines. By this means, Washington was able to keep in communication with the battle-ship fleet most of the way to New Zealand. The Navy Department is planning the construction of a high-power wireless station in Washington guaranteed to send

messages 3,000 miles at any time, and to deliver them only to the ships or stations for which they are intended. It was first proposed to use the Washington Monument in this connection, as the Eiffel Tower is used in Paris, but this eventually was built on the West coast and in the insular possessions, so that a naval vessel will have to go to the Antarctic Ocean to escape orders from Washington.

The navy handles about a million private messages a year. The War Department has wireless on its transports and in its field equipment. The revenue cutters and other government ships are also able to communicate with the shore. There are hundreds of American and foreign vessels equipped with wireless apparatus, including 125 foreign ocean liners and 120 American vessels. Between American and other ports, and 127 American steamers of the same class. On some of these a daily paper is published from wireless bulletins while crossing the ocean. There are 150 foreign vessels and 120 American vessels of the same sort not equipped with wireless. According to the last report, the total number of shore wireless telegraph stations throughout the world is 451. Including ships equipped there are now several thousand wireless stations.

There are about a score of known wireless systems. The Marconi system is employed on most transatlantic passenger vessels. The De Forest, or United Wireless, system does considerable business in this country and on American vessels. Reginald A. Fessenden has perfect-

TO TAP NEW FIELDS

New C. & O. Management Will Help West Virginia.

COAL MINES HARDLY TOUCHED

Rich Deposits Lying North of Norfolk and Western and South of Baltimore and Ohio Will Be Developed and the Product Sent to the Northern Market.

Special to The Washington Herald.

Charleston, W. Va., March 7.—The plans of the syndicate that has secured control of the Chesapeake and Ohio Railway will have a beneficial effect on the development of the great coal deposits lying north of the Norfolk and Western section and south of the Baltimore and Ohio fields.

These deposits, while apparently extensive, have not been much more than scratched. The development has been retarded because of the combination which prohibits coal from Southern West Virginia reaching the manufacturing centers of the territory now reached by the Pennsylvania and Baltimore and Ohio systems. These two systems, being indirect owners of enormous coal deposits, will not allow any coal from the fields mentioned to come north of Washington, D. C., so that it can be sold.

Steel Makers Want Coal. It is now acknowledged by independent steel makers and by manufacturers who have trust competitors that to manufacture so as to successfully compete with their rivals they must have their own coal mines. The Norfolk and Western, through its holding company, the Potomac Coal and Coke Company, now owns 700 square miles on Bluestone, Tur River, and Guyandotte. Ryan and Blair's new road, in Clinch Valley, owns nearly as much, while the Baltimore and Ohio fields shut out independent operators from that section. This leaves only the Gauley, Coal River, and New River fields open to those who would obtain and develop that territory, could they get their coal to the plants without being compelled to pay more for it than it can be bought for from the Baltimore and Ohio or Pennsylvania operators.

Combine Halts Development. The railroad combination that has shut this West Virginia coal from going north of Washington, and Baltimore and Ohio coal south of that city, has prevented the development of the richest part of the State. It is said the new management of the Chesapeake and Ohio, which is said to be linked to the United States Steel and the Standard Oil, has decided to do away with this combination, and encourage the aid in every way the development of the field in question.

Best Coke for Smelters. That New River and Kanawha coal, particularly the former, is the best coal that can be obtained from coke for smelting and manufacturing is admitted. That it can be placed in Maryland, Delaware, Eastern Pennsylvania, and New Jersey cheaper than the present price, yet it does not go there for the reasons given.

If the new management of the Chesapeake and Ohio will move this embargo, from which this section has and still is suffering, there will be a development of the coal fields here that in five years will double the output of the State.

SEE DEFECT IN WARD LAW

Richmond Lawyers Expect It to Be Declared Unconstitutional.

Such a Decision, It Is Asserted, Will Precipitate State-wide Prohibition and Reshape Conditions.

Special to The Washington Herald.

Richmond, Va., March 7.—The consensus of opinion among the leading lawyers of Richmond is that the Virginia Supreme Court of Appeals will declare unconstitutional the Ward election law, which will nullify the local option elections held in half a dozen cities of Virginia.

The test of the constitutionality of this law grows out of the contest of the local option election held in Fredericksburg when that city went "dry." The "wets" contested the election on the ground that the Ward law, under which it was held, is unconstitutional in that it conflicts with the election provisions set forth in the new constitution of the State. The decision will be handed down March 11.

If the law is declared unconstitutional, it is asserted in political circles that the decision will precipitate the issue of State-wide prohibition in the gubernatorial race. Judge William Hodges Mann, who is the candidate for governor of the temperance forces on a local option platform, was one of the attorneys retained by the "drys" to uphold the law before the courts. Many believe now that he is waiting upon the decision of the court in this case before announcing his platform and setting forth his views on prohibition legislation.

If the law is declared unconstitutional and the local option victories in many Virginia cities are thereby nullified, no power on earth, it is said, can prevent the next legislature enacting State-wide prohibition. It is a decision, it is declared, will thoroughly arouse the temperance forces, and the fight will at once be started to elect a legislature which will pass a State-wide law.

WOMAN ENDS HER LIFE.

Mrs. Jane Graham Shoots Herself While Suffering from Dementia.

Special to The Washington Herald.

Cumberland, Md., March 7.—Mrs. Jane Graham, aged thirty-four, of Barton, this county, committed suicide this morning by shooting herself in the forehead with her husband's revolver. She had been suffering from dementia, and only recently returned from Catonsville, Md., where she had undergone treatment for four months. Her mind seemed restored, and nothing out of the ordinary had been noticed in her demeanor since her return. After breakfast she secured the revolver and started the family by firing the fatal shot.

Her husband, James Graham, is a prominent merchant of Barton. Her mother is Mrs. Jane Mowbray, of Barton. She is survived by four brothers and six sisters, and also three children, the oldest being a girl of ten.

TOBACCO RECEIPTS HEAVY.

Lynchburg's Markets Continue to Maintain High Record.

Special to The Washington Herald.
Lynchburg, Va., March 7.—The following is the report of the sales of loose tobacco on the Lynchburg market for the past two weeks, as reported by John L. Oglesby, of Lynch's warehouse:

Sold week ended February 27, 1909: 200,000 pounds; sold week ended March 5, 1909: 200,000 pounds. Increase week ended March 5, 1909, over week ended February 27, 1909, 17,000 pounds; sold from August 1, 1908, to March 5, 1909, 17,000 pounds; sold from September 1, 1907, to March 5, 1909, 10,500 pounds. Increase for 1909, 6,500,000 pounds.

The receipts during the week were much heavier than the preceding week, and the offerings were more largely of the good and medium grades than usual. The proportion of fine leaf and wrappers was rather smaller, while there was about the usual amount of low grades. The trade continued active and the prices were fairly well sustained.

Prices during the week were as follows: Large common, \$9.00 to \$9.50; large medium, \$9.50 to \$10.00; large good, \$10.00 to \$10.50; large leaf, \$10.50 to \$11.00; large good, \$11.00 to \$11.50; large leaf, \$11.50 to \$12.00; large good, \$12.00 to \$12.50; large leaf, \$12.50 to \$13.00; large good, \$13.00 to \$13.50; large leaf, \$13.50 to \$14.00; large good, \$14.00 to \$14.50; large leaf, \$14.50 to \$15.00; large good, \$15.00 to \$15.50; large leaf, \$15.50 to \$16.00; large good, \$16.00 to \$16.50; large leaf, \$16.50 to \$17.00; large good, \$17.00 to \$17.50; large leaf, \$17.50 to \$18.00; large good, \$18.00 to \$18.50; large leaf, \$18.50 to \$19.00; large good, \$19.00 to \$19.50; large leaf, \$19.50 to \$20.00; large good, \$20.00 to \$20.50; large leaf, \$20.50 to \$21.00; large good, \$21.00 to \$21.50; large leaf, \$21.50 to \$22.00; large good, \$22.00 to \$22.50; large leaf, \$22.50 to \$23.00; large good, \$23.00 to \$23.50; large leaf, \$23.50 to \$24.00; large good, \$24.00 to \$24.50; large leaf, \$24.50 to \$25.00; large good, \$25.00 to \$25.50; large leaf, \$25.50 to \$26.00; large good, \$26.00 to \$26.50; large leaf, \$26.50 to \$27.00; large good, \$27.00 to \$27.50; large leaf, \$27.50 to \$28.00; large good, \$28.00 to \$28.50; large leaf, \$28.50 to \$29.00; large good, \$29.00 to \$29.50; large leaf, \$29.50 to \$30.00; large good, \$30.00 to \$30.50; large leaf, \$30.50 to \$31.00; large good, \$31.00 to \$31.50; large leaf, \$31.50 to \$32.00; large good, \$32.00 to \$32.50; large leaf, \$32.50 to \$33.00; large good, \$33.00 to \$33.50; large leaf, \$33.50 to \$34.00; large good, \$34.00 to \$34.50; large leaf, \$34.50 to \$35.00; large good, \$35.00 to \$35.50; large leaf, \$35.50 to \$36.00; large good, \$36.00 to \$36.50; large leaf, \$36.50 to \$37.00; large good, \$37.00 to \$37.50; large leaf, \$37.50 to \$38.00; large good, \$38.00 to \$38.50; large leaf, \$38.50 to \$39.00; large good, \$39.00 to \$39.50; large leaf, \$39.50 to \$40.00; large good, \$40.00 to \$40.50; large leaf, \$40.50 to \$41.00; large good, \$41.00 to \$41.50; large leaf, \$41.50 to \$42.00; large good, \$42.00 to \$42.50; large leaf, \$42.50 to \$43.00; large good, \$43.00 to \$43.50; large leaf, \$43.50 to \$44.00; large good, \$44.00 to \$44.50; large leaf, \$44.50 to \$45.00; large good, \$45.00 to \$45.50; large leaf, \$45.50 to \$46.00; large good, \$46.00 to \$46.50; large leaf, \$46.50 to \$47.00; large good, \$47.00 to \$47.50; large leaf, \$47.50 to \$48.00; large good, \$48.00 to \$48.50; large leaf, \$48.50 to \$49.00; large good, \$49.00 to \$49.50; large leaf, \$49.50 to \$50.00; large good, \$50.00 to \$50.50; large leaf, \$50.50 to \$51.00; large good, \$51.00 to \$51.50; large leaf, \$51.50 to \$52.00; large good, \$52.00 to \$52.50; large leaf, \$52.50 to \$53.00; large good, \$53.00 to \$53.50; large leaf, \$53.50 to \$54.00; large good, \$54.00 to \$54.50; large leaf, \$54.50 to \$55.00; large good, \$55.00 to \$55.50; large leaf, \$55.50 to \$56.00; large good, \$56.00 to \$56.50; large leaf, \$56.50 to \$57.00; large good, \$57.00 to \$57.50; large leaf, \$57.50 to \$58.00; large good, \$58.00 to \$58.50; large leaf, \$58.50 to \$59.00; large good, \$59.00 to \$59.50; large leaf, \$59.50 to \$60.00; large good, \$60.00 to \$60.50; large leaf, \$60.50 to \$61.00; large good, \$61.00 to \$61.50; large leaf, \$61.50 to \$62.00; large good, \$62.00 to \$62.50; large leaf, \$62.50 to \$63.00; large good, \$63.00 to \$63.50; large leaf, \$63.50 to \$64.00; large good, \$64.00 to \$64.50; large leaf, \$64.50 to \$65.00; large good, \$65.00 to \$65.50; large leaf, \$65.50 to \$66.00; large good, \$66.00 to \$66.50; large leaf, \$66.50 to \$67.00; large good, \$67.00 to \$67.50; large leaf, \$67.50 to \$68.00; large good, \$68.00 to \$68.50; large leaf, \$68.50 to \$69.00; large good, \$69.00 to \$69.50; large leaf, \$69.50 to \$70.00; large good, \$70.00 to \$70.50; large leaf, \$70.50 to \$71.00; large good, \$71.00 to \$71.50; large leaf, \$71.50 to \$72.00; large good, \$72.00 to \$72.50; large leaf, \$72.50 to \$73.00; large good, \$73.00 to \$73.50; large leaf, \$73.50 to \$74.00; large good, \$74.00 to \$74.50; large leaf, \$74.50 to \$75.00; large good, \$75.00 to \$75.50; large leaf, \$75.50 to \$76.00; large good, \$76.00 to \$76.50; large leaf, \$76.50 to \$77.00; large good, \$77.00 to \$77.50; large leaf, \$77.50 to \$78.00; large good, \$78.00 to \$78.50; large leaf, \$78.50 to \$79.00; large good, \$79.00 to \$79.50; large leaf, \$79.50 to \$80.00; large good, \$80.00 to \$80.50; large leaf, \$80.50 to \$81.00; large good, \$81.00 to \$81.50; large leaf, \$81.50 to \$82.00; large good, \$82.00 to \$82.50; large leaf, \$82.50 to \$83.00; large good, \$83.00 to \$83.50; large leaf, \$83.50 to \$84.00; large good, \$84.00 to \$84.50; large leaf, \$84.50 to \$85.00; large good, \$85.00 to \$85.50; large leaf, \$85.50 to \$86.00; large good, \$86.00 to \$86.50; large leaf, \$86.50 to \$87.00; large good, \$87.00 to \$87.50; large leaf, \$87.50 to \$88.00; large good, \$88.00 to \$88.50; large leaf, \$88.50 to \$89.00; large good, \$89.00 to \$89.50; large leaf, \$89.50 to \$90.00; large good, \$90.00 to \$90.50; large leaf, \$90.50 to \$91.00; large good, \$91.00 to \$91.50; large leaf, \$91.50 to \$92.00; large good, \$92.00 to \$92.50; large leaf, \$92.50 to \$93.00; large good, \$93.00 to \$93.50; large leaf, \$93.50 to \$94.00; large good, \$94.00 to \$94.50; large leaf, \$94.50 to \$95.00; large good, \$95.00 to \$95.50; large leaf, \$95.50 to \$96.00; large good, \$96.00 to \$96.50; large leaf, \$96.50 to \$97.00; large good, \$97.00 to \$97.50; large leaf, \$97.50 to \$98.00; large good, \$98.00 to \$98.50; large leaf, \$98.50 to \$99.00; large good, \$99.00 to \$99.50; large leaf, \$99.50 to \$100.00; large good, \$100.00 to \$100.50; large leaf, \$100.50 to \$101.00; large good, \$101.00 to \$101.50; large leaf, \$101.50 to \$102.00; large good, \$102.00 to \$102.50; large leaf, \$102.50 to \$103.00; large good, \$103.00 to \$103.50; large leaf, \$103.50 to \$104.00; large good, \$104.00 to \$104.50; large leaf, \$104.50 to \$105.00; large good, \$105.00 to \$105.50; large leaf, \$105.50 to \$106.00; large good, \$106.00 to \$106.50; large leaf, \$106.50 to \$107.00; large good, \$107.00 to \$107.50; large leaf, \$107.50 to \$108.00; large good, \$108.00 to \$108.50; large leaf, \$108.50 to \$109.00; large good, \$109.00 to \$109.50; large leaf, \$109.50 to \$110.00; large good, \$110.00 to \$110.50; large leaf, \$110.50 to \$111.00; large good, \$111.00 to \$111.50; large leaf, \$111.50 to \$112.00; large good, \$112.00 to \$112.50; large leaf, \$112.50 to \$113.00; large good, \$113.00 to \$113.50; large leaf, \$113.50 to \$114.00; large good, \$114.00 to \$114.50; large leaf, \$114.50 to \$115.00; large good, \$115.00 to \$115.50; large leaf, \$115.50 to \$116.00; large good, \$116.00 to \$116.50; large leaf, \$116.50 to \$117.00; large good, \$117.00 to \$117.50; large leaf, \$117.50 to \$118.00; large good, \$118.00 to \$118.50; large leaf, \$118.50 to \$119.00; large good, \$119.00 to \$119.50; large leaf, \$119.50 to \$120.00; large good, \$120.00 to \$120.50; large leaf, \$120.50 to \$121.00; large good, \$121.00 to \$121.50; large leaf, \$121.50 to \$122.00; large good, \$122.00 to \$122.50; large leaf, \$122.50 to \$123.00; large good, \$123.00 to \$123.50; large leaf, \$123.50 to \$124.00; large good, \$124.00 to \$124.50; large leaf, \$124.50 to \$125.00; large good, \$125.00 to \$125.50; large leaf, \$125.50 to \$126.00; large good, \$126.00 to \$126.50; large leaf, \$126.50 to \$127.00; large good, \$127.00 to \$127.50; large leaf, \$127.50 to \$128.00; large good, \$128.00 to \$128.50; large leaf, \$128.50 to \$129.00; large good, \$129.00 to \$129.50; large leaf, \$129.50 to \$130.00; large good, \$130.00 to \$130.50; large leaf, \$130.50 to \$131.00; large good, \$131.00 to \$131.50; large leaf, \$131.50 to \$132.00; large good, \$132.